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INTERNATIONAL CONFERENCE ON
SAFETY OF LIFE AT SEA, 1974

Committee II
Agenda item 3

IMCO

CONSIDERATION OF ANY DRAFT RESOLUTIONS OF THE CONFERENCE RELATING
TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

Report of the Ad Hoc Working Group

1. As requested by the Committee the Ad Hoc Working Group met on 23 and 24 October 1974 to prepare for consideration by the Committee a set of Resolutions to be proposed to the Conference for adoption.
2. The Group consisted of delegates from the Federal Republic of Germany, the United Kingdom, the Union of Soviet Socialist Republics, the United States of America and representatives from IACS. Mr. V. Dorin (USSR) was elected Chairman.
3. The following documents were considered:

SOLAS/CONF/5	- Secretariat
SOLAS/CONF/5/1	- USSR
SOLAS/CONF/C.2/WP.5	- USA
SOLAS/CONF/INF.6	- Secretariat

Annex D of the Final Act of the 1960 Conference.
4. After considering these documents, the Group agreed that from the practical point of view the number of the resolutions of the Conference should be kept to a minimum and with this in mind combined the draft texts of the Resolution 1, SOLAS/CONF/5 and Resolutions 1-12, SOLAS/CONF/5/1 in a single Resolution as given in Annex.
5. The draft text of the Resolution 2, SOLAS/CONF/5, was not considered by the Group because it was considered to be outside the terms of reference of Committee II.

6. Bearing in mind the desirability of simplifying the structure of the Conference documents, the Group agreed that the separate resolutions concerning the recommendations on uniform application of the provisions of Chapter II-1 and Chapter II-2 are unnecessary. In the opinion of the Group, it would be sufficient to include in Attachment II to the Final Act of this Conference the following paragraphs:

"In order to facilitate uniform application of the provisions of Chapters II and II-2, the Conference confirmed the recommendations previously adopted by the IMCO Assembly which are reproduced in Annexes [B] and [C].

The Conference also confirmed the decision of the Assembly concerning the use of Equivalent Regulations on Subdivision and Stability of Passenger Ships as given in Annex [D]."

7. In order to provide the uniformity in the application of the regulations given in Annex [A], the Group recommends the inclusion of the following notes after the relevant Chapter headings:

- in Chapter II-1 "Recommendations facilitating uniform application of the provisions of Regulation 7(e), 19, 29 and 30 of this Chapter are given in Annex [B].

Instead of the regulations on subdivision and stability of passenger ships contained in this Chapter the Equivalent Regulations on Subdivision and Stability of Passenger Ships as given in Annex [D] may be applied, in their entirety."

- in Chapter II-2 "Recommendations facilitating uniform application of Regulations 3, 27, 30, 32, 40, 41, 51 and 57 of this Chapter are given in Annex [C]."

8. After considering the Annexes C and D of the Final Act of the 1960 Conference, the Group decided that

- Annex C should be reproduced as the Annex [E] of the Final Act of the 1974 Conference without any changes,
- Annex D should be reproduced as the Annex [H] of the Final Act of the 1974 Conference excluding the Recommendations 4, 6, 7, 8, 9, 11, 15, 16, 17, 21, 50, 51, 52, 53, 54, 55, 56.

Draft Resolution 1

COMPREHENSIVE REVISION OF THE INTERNATIONAL
CONVENTION FOR THE SAFETY OF LIFE AT SEA

THE CONFERENCE,

HAVING CONCLUDED the International Convention for the Safety of Life at Sea, 1974 to replace the International Convention for the Safety of Life at Sea, 1960,

NOTING that with respect to technical provisions the substantive changes from the 1960 Convention incorporated in the 1974 Convention have been limited to:

- (a) amendments to the 1960 Convention which have been adopted by the Assembly of the Inter-Governmental Maritime Consultative Organization; and
- (b) new Regulations recommended by the Assembly for inclusion in the 1974 Convention,

RECOGNIZING the need for future work to be pursued towards the comprehensive revision of the technical provisions of the 1974 Convention to keep abreast of the technological developments,

RECOGNIZING also that the 1974 Convention provides in Article IX improved amendment procedures to enable such revised technical provisions to be adopted and brought into force in an expeditious manner,

TAKING NOTE of the work being carried out or envisaged by the Maritime Safety Committee of the Organization directed towards an extensive revision and modernization of the Safety Convention,

INVITES the Organization to pursue the work in this field with high priority so that the technical provisions of the 1974 Safety Convention may be revised as necessary as soon as possible and kept updated thereafter.

PURSUANT THERETO A LIST OF ITEMS REQUIRING PARTICULAR ATTENTION IS GIVEN IN ANNEX [F].

ANNEX [F]

Recommendations for further improvement
of the international regulations aimed
to safety of life at sea

1. Intact Stability of Ships

Noting that:

- (1) the Recommendation on Intact Stability of Passenger and Cargo Ships under 100 metres in Length adopted by the IMCO Assembly, Resolution A.167(ES.IV) is not always satisfactory especially when applied to new types of ships of novel design and construction; and
- (2) in some cases the intact stability of ships over 100 metres in length also may need special consideration, the Conference recommends investigations aimed at formulation of improved international standards on intact stability of ships taking into account all essential factors including the external forces affecting the ships in a seaway which may lead to capsizing or to inadmissible angles of heel.

2. Subdivision of Ships other than Passenger Ships

Noting the practice in various countries concerning subdivision of ships other than passenger ships, and being of the opinion that the same basic approach to safety should be used irrespective of whether persons on board are passengers or crew, the Conference recommends effort be directed to the formulation of international requirements on subdivision of ships other than passenger ships, taking into account all relevant factors and having due regard for the compatibility of such requirements with practical service conditions.

3. Structure and Strength of Ships

Bearing in mind that the strength of the hull and other structures of ships as well as the quality of the shipbuilding materials are among the most important factors for safety of ships, the Conference recommends efforts be made towards the establishment of general provisions concerning the hull structure and strength of ships for inclusion in the Convention.

The traditional role played by the recognized classification societies associated with strength of ships and materials for construction together with the effective contribution and control which they are already organized and equipped to offer in this field, should be taken into account.

4. Fire Protection in Ships

Noting that:

- (1) fire safety requirements for cargo ships and passenger ships carrying not more than 36 passengers have remained unaltered since 1960 and are now in many respects unsatisfactory and less than is now feasible, and
- (2) fire safety requirements for novel craft and special purpose ships still need to be finalized,

the Conference recommends continued effort towards improvement and completion of fire safety requirements for those types of ships.

5. Life-Saving Appliances

Noting the developments in life-saving appliances and procedures in recent years, the Conference recommends the review of the relevant Regulations of the Convention, with the object of bringing them up to date and making them more effective.

6. Main Propulsion Machinery

Taking into account the recent trend towards increase in ship size and power in the complexity of machinery and in power rating, and recognizing the importance of reliability of main machinery during manoeuvring from the point of view of safety of navigation, the Conference recommends formulation of regulations covering necessary components, control and maintenance of main propulsion machinery for inclusion in the Convention.

7. Periodical unattended Machinery Spaces

Noting the increasing introduction of automation in ships and dependence of ship safety on efficiency and reliability of automation and remote control as well as the reduction in the number of the crew in automated ships, the Conference recommends the development of safety requirements covering all aspects of automated and remote controlled installations. Special attention should be given to the determination of the minimum number of crew needed to deal with the emergency situations.

8. Nuclear Ships

Noting the progress in nuclear engineering, the experience gained by a number of countries in operating ships with nuclear propulsion units as well as the expected expansion of application of nuclear propulsion in ships, the Conference recommends revision of relevant provisions of the Convention taking into account present improved knowledge and experience with a view towards improvement and possible simplification of the procedure to be followed by nuclear ships when entering foreign ports.

9. Safety Measures for Types of Ships not Provided for in the Convention

Taking into account the development of new types of ships for which the requirements for passenger or cargo ships as they are set forth in the Convention are impracticable or insufficient and recognizing the need for future improvements to the Convention in this respect the Conference recommends continuation in the development of specific safety requirements for special purpose ships, novel craft, chemical carriers, gas carriers and other new types of ships.

10. Unification of Definitions and Provisions Used in Different Conventions and Codes Developed by IMCO

Noting that in the International Convention for the Safety of Life at Sea, 1974 and other Conventions and Codes prepared under the auspices of IMCO contain differences in definitions and provisions of the same nature, the Conference recommends continued effort towards unification of definitions and provisions used in the same context in different documents.

11. Amalgamation of the International Convention for the Safety of Life at Sea and International Convention on Load Lines

Noting the common aims of the International Convention for the Safety of Life at Sea and the International Convention on Load Lines in respect to safety of life and property at sea, the Conference recommends effort towards amalgamation of these conventions.

12. Preparation of an International Convention on the Carriage of Dangerous Goods

Noting the rapid development of the carriage of dangerous goods by different modes of transport and realizing the need to ensure the safe and economical transportation of dangerous goods by unification of national and international rules concerning the carriage, storage and handling of dangerous goods during all modes of transport the Conference recommends that IMCO should take appropriate steps towards the preparation, in co-operation with other international organizations concerned, of a self-contained International Convention on the Carriage of Dangerous Goods by all Modes of Transport.